

SEPTEMBER 26, 2013 BID LETTING

201 - COLSTRIP INTERCHANGE - WEST

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Submitted: Wed, 11-Sep-2013 09:49 MDT

Company: Riverside Contracting Inc

Contact: Dennis Devous

Question:

Special Provision No. 12 States that the West Bound Lane is to be constructed first. Special Provision No. 19

Cold Milling indicates it's our choice to do East Bound or West Bound. Could you clarify this for me. What

Lane does MDT want done first or is it the Contraxctors choice?

Answer:

Submitted: Tue, 17-Sep-2013 16:33 MDT

The sequencing and plans were set up to perform the work in the westbound first. However, the contractor may

choose to begin work on either the eastbound or westbound side, at their discretion. The cold milling, for

use as Recycled Asphalt Paving, may also be completed on either side. The average pavement thickness may

vary from what is stated in the plans on the Eastbound lane. The basis of payment and the intent of the

contract will remain the same and cold milling and excavation will be measured as described in whichever

lanes are performed first.

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Submitted: Wed, 11-Sep-2013 14:00 MDT

Company: Riverside Contracting Inc.

Contact: Dennis Devous

Question:

What Grade of Plant Mix and oil does the Department want for the cross over?

Is there any pipe required

in the croos over?

Answer:

Submitted: Tue, 17-Sep-2013 16:30 MDT

Use commercial mix with 64-28 or better oil for the cross overs. There should not be a reason for pipes

under the cross overs. They are intended to be placed at existing median cross over locations, which drain

both directions.

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Submitted: Mon, 16-Sep-2013 15:05 MDT

Company: Oftedal Construction

Contact: Cameron Lundby

Question:

It appears that embankment for the West bound lanes will have to come from the East bound excavation.

If the East bound lanes are built first, will the material that is double handled to construct the West bound

embankment be paid for twice per 203.04.1? If the West bound lanes have to be built first, will the contractor

be paid borrow excavation to complete the West bound embankment?

Answer:

Submitted: Fri, 20-Sep-2013 14:13 MDT

As per other Q&A postings concerning the sequencing, the contractor has the option to construct either the Eastbound or Westbound lanes first. No extra payment will be made for multiple handlings of excavation based on the contractors' operational choices.

Include all costs for off-site borrow and/or multiple handlings of excavated material used in embankments in the unit price bid for Excavation - Unclassified. Off-site borrow is not measured for payment for grading or sequencing limitations. Excavated material suitable for other paid items (i.e. Special Borrow-Neat Line) will be paid both as Excavation - Unclassified and in its accepted final application if multiple handlings or processing is required.

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Submitted: Thu, 19-Sep-2013 12:17 MDT

Company: Arrow Striping and Mfg Inc

Contact: Dennis McCarthy

Question:

There is 29040 feet of remove pavement markings? There are no plans or special provisions showing what this is, could we get more information?

Answer:

Submitted: Fri, 20-Sep-2013 12:43 MDT

Remove the conflicting two way one lane pavement markings from the interstate within 24 hours after opening the interstate up to normal traffic configuration. The remove pavement marking item is for the lineal foot of double yellow stripe removal. The removal of the conflicting stripes associated with crossovers is included in cost of the crossovers.

202 - MT 16 - CULBERTSON

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Addendum:

Submitted: Mon, 23-Sep-2013 13:36 MDT

An Addendum has been posted for this project.

Please click on the following link to access the information: [ADDENDUM](#)

To download the addendum bid file, click here: [BID FILES](#)

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Clarification:

Submitted: Mon, 23-Sep-2013 11:20 MDT

Revised Clarification:

Submitted: Wed, 25-Sep-2013 14:35 MDT

The following provision is added to this contract:

MAINTENANCE OF SERVICE

Notify the Project Manager and the City of Culbertson Public Works Department 48 hours prior to beginning work

~~on the new water main and activating the new main or abandoning the existing main.~~ City Public Works Staff

will operate valves as outlined in the plan notes on Sheet W-2. Coordinate services shut down with Project

Manager and city Staff. No service shut down should be more than four (4) hours, and should occur between 9 P.M.

and 5 A.M. Noise restriction(s) specified elsewhere will be suspended for the four (4) hour closure and for two (2)

additional hours before and two (2) additional hours after the shutdown period. ~~Cap old water main in~~

~~accordance with city requirements after connection to new main is complete.~~

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Submitted: Wed, 18-Sep-2013 13:48 MDT

Company: Century Companies Inc.

Contact: Jonathan Skillman

Question:

1) Since the PCCP is in an intersection, are we to assume that all the joints are transverse joints requiring

epoxy coated dowels? If not which joints require dowels?

2) Is bridge deck finishing equipment required for placing the PCCP?

Answer:

Submitted: Thu, 19-Sep-2013 16:05 MDT

~~1) All joints will require epoxy coated dowels at the intersection at Broadway and 1st East and the fillets at Broadway and 6th.~~

Revised Answer:

Submitted: Fri, 20-Sep-2013 9:31 MDT

1) Furnish and install epoxy coated dowels at all joints at the intersection at Broadway and 1st East and the fillets

at Broadway and 6th.

2) Place PCCP pavement as per section 501, the method of placement is up to the contractor. The fillets may be placed by hand work.

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Submitted: Wed, 18-Sep-2013 15:03 MDT

Company: Nelcon, Inc.

Contact: Sam Weyers

Question:

On sheet W-5 there are tables for connections, bends, T's and reducers. How are these items paid?

On sheet W-4 it states contractor shall locate and replace all existing curb stops. On sheet W-5, the infrastructure

tables shows 18 each of 2" curb stop and box. Are all existing services 2" in size? Will reducers/fittings be

necessary to connect to existing? Item 601 011 075 only shows 1 service?

Please clarify number and size along with footages of anticipated water services.

The new water line does not appear to be shown on the x-sections in relationship to the existing waterline alignment? Will temporary water be necessary and if so, how will it be paid?

Answer:

Submitted: Mon, 23-Sep-2013 11:10 MDT

1) Fittings for water mains are not measured and paid for separately.

Include in the cost of water main fittings in

Item No. 603 013 730 DUCTILE IRON PIPE 12 IN CL 52. Part 4, Measurement and Payment, 4.03 Fittings (Page

33 of 33, Section II of the Bid Package Proposal) is rescinded and replaced with the following:

4.03 FITTINGS

Fittings for water mains are not measured and paid for separately. Include in the cost of water main fittings in Item

No. 603 013 730 DUCTILE IRON PIPE 12 IN CL 52.

2) The Town of Culbertson does not have accurate records of existing curb stops and boxes and existing water

services. The quantity of 18.00 Curb Stop and Boxes included in the table was derived by the Town of Culbertson

and their consultant, WWC Engineering, Inc based on available information.

The actual number of Curb Stop and

Boxes must be verified by the contractor as excavation takes place. The Town of Culbertson also indicated that the

existing water services may vary from 1" to 2" and again must be verified by the contractor. Payment for Item No.

601 012 120 CURB STOP AND BOX 2 IN will be based on actual quantities of EACH Curb Stop and Box.

3) WATER MAIN

Reducers and fittings for connections to existing water mains are shown on the plans. These fittings and reducers

are incidental to Item No. 603 013 730 DUCTILE IRON PIPE 12 IN CL 52 and are not measured or paid separately.

WATER SERVICES

Reducers and fittings may be necessary to connect the existing services to the new curb stops and services.

Reducers and fittings for Water Services/Curb Stop and Box are incidental to Item No. 601 012 120 CURB STOP

AND BOX 2 IN will be based on actual quantities of EACH Curb Stop and Box.

4) Item No. 601 010 775 WATER SERVICE 1.00 EACH is deleted. An addendum will be issued to eliminate this item

from the bid schedule.

5) The Town of Culbertson does not have accurate records of existing curb stops and boxes and existing water

services. The quantity of 591.00 lineal foot of Water Service - Copper 2 In included in the bid schedule and plans

was derived by the Town of Culbertson, WWC Engineering, Inc. and MDT

Utilities. The Town of Culbertson also

indicated that the existing water services may vary from 1" to 2". Payment for Item No. 601 012 073, WATER

SERVICE - COPPER 2 IN will be based on actual quantities per LNFT.

6) The new water line is located in the same location as the existing water line.

7) The contractor is responsible for maintaining water service during construction. Note 20, Sheet W-2 indicates

that the contractor shall maintain services in accordance with DEQ Circular 1. This work is incidental to Item No's

603 013 642, WATER - PVC C900 12 IN DR 14 and 601 012 073, WATER SERVICE - COPPER 2 IN.

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Submitted: Wed, 18-Sep-2013 15:51 MDT

Company: Nelcon, Inc.

Contact: Sam Weyers

Question:

Is there a geo-technical report for the project?

Answer:

Submitted: Wed, 18-Sep-2013 16:35 MDT

There is not a geotechnical report, the geotechnical section was not involved with this project.

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Submitted: Thu, 19-Sep-2013 13:38 MDT

Company: Century Companies, Inc.

Contact: Doug Welsh

Question:

1) With the small volume of CTB on this project, would the Department allow or entertain the mixing of this material

by a different means other than a centralized plant?

2) Can the Department provide the quantity of existing asphalt that will be removed on the project either by area and/or CY?

Answer:

Submitted: Tue, 17-Sep-2013 16:30 MDT

1) Meet the requirements of Section 304.

2) No separate quantity has been identified for the asphalt removal. It is included in the costs of the Street Excavation bid item.

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Submitted: Fri, 20-Sep-2013 09:02 MDT

Company: Century Companies, Inc.

Contact: Doug Welsh

Question:

Currently the contracting industry and our design labs are finding it difficult to produce 3/8" grade S mixes that will pass the current specifications. As this is a small quantity in a rural area were the aggregates and mix design would need to be produced specifically for this small tonnage, would the Department allow 3/4" grade S to be used for the entire project?

In the "Detour Quantities" you are showing the plant mix on the detour as 3/8" commercial mix. If the Department will not allow us to use 3/4" mix for the entire project, would the department allow 3/4" commercial mix on the detour if it were paved this season?

Answer:

Submitted: Mon, 23-Sep-2013 15:15 MDT

~~No, 3/4" commercial mix will not be allowed on the detour.~~

Revised Clarification:

Submitted: Tue, 24-Sep-2013 3:00 MDT
No. No.

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Submitted: Fri, 20-Sep-2013 09:30 MDT
Company: Nelcon, Inc.
Contact: Sam Weyers

Question:

If sub excavation, dewatering, Type II bedding, import/export are needed for utility installations, how will it be paid?

Answer:

Submitted: Tue, 24-Sep-2013 12:35 MDT
Dewatering, Sub excavation, type II bedding, and imported backfill work not included in the contract will be paid under subsection 104.03.

203 - PARK COUNTY LINE - WEST

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Submitted: Thu, 19-Sep-2013 12:26 MDT
Company: Knife River - Belgrade
Contact: Jackie Flikkema

Question:

Can you please give the current IRI Value of the road?

Answer:

Submitted: Fri, 20-Sep-2013 10:07 MDT
The average IRI for the west bound lane is 130.540 and for the east bound lane 140.365.

204 - CEDAR CR - 16 KM N OF GARDINER

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Clarification:

Submitted: Tue, 24-Sep-2013 8:07 MDT
Special Provision No. 2 CONTRACT TIME - FLEX TIME PROCEED DATE is rescinded and is replaced with:

2. CONTRACT TIME [108]

The work begins on the effective date stated in the "Notice to Proceed" and is to be completed in 40 Working Days.

The Notice to Proceed will be issued with an effective date of September 2, 2014.

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Submitted: Thu, 19-Sep-2013 11:54 MDT
Company: Stillwater Excavating
Contact: Greg Russell

Question:

Detour detail sheet shows a section of proposed earthwork removal for staged construction, can you

provide some more detail on the staging? Is this area of excavation intended to construct the detour fill?

Answer:

Submitted: Fri, 20-Sep-2013 15:11 MDT

The excavation is not intended for the construction of the detour. Staging is dependent upon how the contractor proposes to remove the pipe and install the box culvert.

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Submitted: Fri, 20-Sep-2013 16:56 MDT

Company: A.M. Welles, Inc

Contact: Alan Ringlein

Question:

1) The notice to proceed date will be issued with an effective date of June 2, 2014. Special Provision 10 C.1 states "All instream work is limited to the work window of September 1st to May 15th." Please clarify what is considered "instream work?" If a diversion channel is used, does diverting the flow through a temporary culvert and back to the new box culvert need to be completed before May 15th? Could the Notice to proceed date be extended to allow the work to be completed later in the year when the flow is lower? Does the Department have any flow data to estimate pumping or stream diversion requirements?

2) Does the unclassified excavation in the grading summary include the volume displaced by the special backfill around the box culvert or is the cost of excavating and disposal of this material to be included in the special backfill, foundation, bedding and box culvert items? Could the department provide a dirt run to see how the Embankment in place bid item and detour grading quantities were calculated?

Answer:

Submitted: Mon., 23-Sep-2013 16:11 MDT

1.

A. Special Provision #2 Contract Time- Flex Time Proceed Date is rescinded. The Notice to Proceed will be issued with an effective date of September 2, 2014. Work is to be completed in 40 working days.

B. Regarding flow data, a conservative two year event was estimated at 185 cfs. Average late Summer/Fall flows have not been evaluated but are typically much lower.

2.

A. No, the unclassified excavation is not included in the volume displaced by the special backfill around the box culvert.

B. Yes, the cost of excavating and disposal of this material is included in the other items.

C. No, MDT does not have an earthwork run for this project, or any project that is measured as Embankment in Place.

No Questions at this time.